

**MEMORIAL**

OF

*The Merchants, Ship Owners, and Manufacturers,*

OF

**THE CITY OF BALTIMORE,**

IN THE

**State of Maryland.**

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FEBRUARY 20, 1826.

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1826.



## MEMORIAL.

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*The Honorable the Senate and House of Representatives  
of the United States of America in Congress assembled:*

The petition of the undersigned, Merchants, Ship Owners, and Manufacturers, of the City of Baltimore, respectfully sheweth: That Great Britain having lately opened the trade of her North American and West India Colonies, insomuch that not only are almost all articles admitted, but the trade of those colonies is accessible to all parts of the world, and on far more favorable terms than those now enjoyed by the Merchants of the United States; your petitioners are fearful that, unless some steps be speedily taken by this country to meet the liberal policy of Great Britain, the trade between this country and the said colonies will be lost or much diminished, and that the colonies will be supplied from Europe.

The ports of Halifax, N. S. and St. John's, New Brunswick, are already closed to the vessels of this country; and though your petitioners hope this measure may have arisen from a misconstruction of the act 6th Geo. 4th Cap. 114, which they would believe was meant only to oblige the vessels of this country, and of others imposing like restrictions on British vessels, to return direct to their own ports, yet your petitioners would beg leave earnestly to represent:

That a branch of trade which might now become so highly advantageous to the commerce and manufactures of the United States, is already endangered by the great advantages accepted by other countries, and is now in an uncertain and unsettled state. Vessels from Europe, Asia, Africa, and South America, are now admitted into the British colonies, vessels and cargoes paying the same duties with those of Great Britain: and further, those vessels are not obliged to return from the colonies direct to their own countries, but may proceed thence, with cargoes, to any part of the world, excepting Great Britain and her dominions: and that thus, the additional duties and restrictions imposed in this country, on British colonial vessels and cargoes, in the end, operate by so much as a premium, in favor of the productions of the British North American provinces, and of those of every other country. Your petitioners believe that, now European grain is admitted into the West Indies, there is more to be feared from that quarter than from British America; that Great Britain has placed the trade of her colonies on so liberal a basis, that they may, with justice, be considered as the same country with herself; and that experience in the trade between this country and England having proved, that the country which has the greater bulk of goods to export, will enjoy the greater share of the carrying trade, this country

need not fear the competition of the British colonial vessels, or that they will, to the injury of her shipping, come hither in ballast to seek for freight.

Now, therefore, your petitioners beg, most respectfully, to submit to your honorable house, the propriety of immediately abolishing the extra duties of 96 cents per ton on British colonial vessels, and of 10 per cent additional, on the duties on their cargoes, and of admitting British vessels, from whatever ports, on the same terms as the vessels of the most favored nations; which being done, vessels of the United States, and their cargoes, will be admitted into the British colonies, in all parts of the world, on like favorable terms with those of other nations, and be permitted to proceed thence to what foreign country they may wish; [Sec. 11, 6th Geo. 4th Cap. 109.] and thus take cargoes from the East or West Indies to Europe. Your petitioners believe that a law to this effect would tend very much to the advantage of the merchants, ship owners, manufacturers, and agriculturists of the United States. And your petitioners, as in duty bound, will ever pray, &c.

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<i>Wm. Lorman &amp; Son,</i>	<i>Hammond &amp; Newman,</i>
<i>Thos. Tenant,</i>	<i>Keller &amp; Forman,</i>
<i>Robert Gilmor &amp; Sons,</i>	<i>Orndorff &amp; Wilson,</i>
<i>John Donnell,</i>	<i>L. &amp; J. Barney,</i>
<i>Jacob Adams,</i>	<i>Luke Tiernan &amp; Sons,</i>
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<i>Alex. Brown &amp; Sons,</i>	<i>James Beatty,</i>
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<i>Charles Gwinn,</i>	<i>H. W. Evans,</i>
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<i>R. Lemmon &amp; Co.</i>	<i>Thos. Wilson,</i>
<i>Henry Thompson,</i>	<i>John G. Chappell,</i>
<i>Law &amp; Harrison,</i>	<i>Tyson &amp; Norris,</i>
<i>Harrison &amp; Sterett,</i>	<i>Luke Tiernan,</i>
<i>John &amp; W. R. Adair,</i>	<i>A. &amp; B. Murray &amp; Co.</i>
<i>Henry Payson &amp; Co.</i>	<i>Wm. E. Mayhew,</i>
<i>Bradford &amp; Cooch,</i>	<i>Phil. Poultney &amp; Co.</i>